

DON'T WANT WOMEN ON THE NORTH SIDE

Order of Evacuation of Kentucky Avenue Results in Indignation Meeting.

RESOLUTIONS ARE ADOPTED

Rapid crystallization of opinion has followed the exclusive publication in The Sun last week, that the hawdy women of west Kentucky avenue were preparing to move to the First and Second wards.

Last night an indignation meeting of the representative citizens of those wards held in C. J. Miller's tin shop, Sixth and Trimble streets, was characterized by grim determination. Vigorous resolutions stating their objections to such a migration, were drawn up and signed.

W. M. Karnes was elected permanent chairman of the meeting. The meeting last night is only the first of a series of meetings, should this plain warning be unheeded. There was an air of quiet purpose in last night's meeting which plainly was suppressed because law-abiding citizens composed the audience, but nevertheless, the spirit that their object would be attained at any cost, was apparent.

Each citizen will be a committee of one to report to the chairman, any indication that such persons contemplate moving to their wards. It was agreed to pro rate the cost of conducting a legal battle against the women.

Speeches were made indicating that people who rent property for immoral purposes will be prosecuted if possible.

The resolutions adopted follow:

1. Whereas, it is apparent that certain residents of West Kentucky avenue are going to settle in the First and Second wards of the city; and

2. Whereas, their settlement in said wards would be objectionable to its citizens and detrimental to their moral and financial welfare; and

3. Whereas, the alleged place of their settlement in these wards would necessitate our wives and children passing their places of abode to and from work, school and the rest of the city; and

4. Whereas, the loungers attracted by these residents would be a permanent menace to the lives and safety of the reputable citizens of said wards, therefore, we, the citizens of the First and Second wards, resolve:

1. That we protest most vigorously against them locating in any part of said wards;

2. That we notify the keepers of such houses of disrepute that their settlement in said wards will not be countenanced;

3. That attorneys be employed, should their services become necessary, to aid the citizens of said wards in their opposition to the location of such characters in said wards;

4. That we pledge ourselves to prosecute unceasingly the violation of law openly practised by those persons;

5. That the attention of property

Have you a few hickory trees growing on your place? If so the undersigned will buy them if you will cut them into lengths of 14 feet 4 inches, any size in diameter. See what you can get for them.

A log 19 inches in diameter, small end, 86 cents.

A log 11 inches in diameter, small end, \$1.03.

A log 12 inches in diameter, small end, \$1.25.

A log 13 inches in diameter, small end, \$1.46.

A log 14 inches in diameter, small end, \$1.70.

A log 15 inches in diameter, small end, \$1.97.

A log 16 inches in diameter, small end, \$2.22.

A log 17 inches in diameter, small end, \$2.53.

A log 18 inches in diameter, small end, \$2.85.

A log 19 inches in diameter, small end, \$3.16.

A log 20 inches in diameter, small end, \$3.50.

A log 21 inches in diameter, small end, \$3.87.

A log 22 inches in diameter, small end, \$4.23.

A log 23 inches in diameter, small end, \$4.65.

A log 24 inches in diameter, small end, \$5.06.

Or \$17.00 per 1,000 feet on our yard. These logs to be any kind of Hickory so it is clear of windshakes and knots. Try a few loads and see if it isn't quick and easy money. If you have logs that can be put on the railroad or rivers, write to us.

E. E. BELL & SONS,

1230 S. Third, St. Paducah, Ky.

Telephone—Old, 442; new, 598.

owners be called to the existence of the law prescribing a fine of \$100 a day for renting a house to persons engaging in the immoral practices of running a bawdy house;

6. That a copy of these resolutions be furnished to each of the daily papers with request that they be published.

Signed: M. B. Robertson, C. C. Duval, C. J. Miller, Al Hymarsh, Albert Duperru, W. M. Karnes, W. R. Holland, Sam Groves, Thomas H. Turner, S. L. Davis, E. W. Robinson, Mat Lynch, Boaz Duperrieu, J. J. Howell, George Hannin, W. H. Moore, J. M. Durrett, A. E. Steger, William F. McKay, Thomas A. Clark, J. W. Barkley, G. F. Cox, W. M. Karnes, Jr., W. Brent, J. E. Walker, F. M. Grimmer, Luther Thomas, G. F. Looney, Geo. Jackson, G. W. Forrest, J. F. Williamson, J. E. Williamson, Jr., Jas. T. Evetts.

PADUCAH SUFFERS FROM THE STORM

Local Improvements and River Trade Damaged by High Water and Floods.

LOUISVILLE DIVISION IS OUT.

The deluge of water which has attracted general attention to the south because of the great damage done, the numerous wrecks, loss of life and property, is affecting Paducah. Trains are delayed.

Washouts on Division.

Last night two washouts delayed traffic. The washouts appeared after the flyer from Louisville, No. 103, left Louisville. One occurred behind the train. Near Central City a second washout stopped the flyer. She was between the two and could neither back nor go ahead. She was due in Paducah at 3:40 o'clock but the latest report made her indefinitely late.

Express Company Inconvenienced.

The Southern Express company on account of the washouts on the Nashville Chattanooga and St. Louis is doing little business in Paducah. The management states that but few packages of express matters have been received here since the rain of Saturday damaged the road bed, lying up traffic generally. The Southern does no business with the Illinois Central.

Hunters Hampered.

Hunters are enjoying little sport on account of the rains. All the lowlands are submerged and hunting can be enjoyed only on hills. Hunters who have been out since the rain began say there is "nothing doing" for them.

Mr. John Adkins returned from Tennessee this morning. "I never saw so much rain in all my life," he declared. "Between Paducah and Mayfield it is like a lake the greater part of the way. Corn fields are submerged. Creeks are rushing madly over their banks and the damage to bridges and culverts will be great."

Bodies Still Missing.

Engineer Lee Eaker who came in from Memphis this morning, stated that the bodies of the engineer and fireman on the engine which plunged into a swollen creek through a trestle Saturday night near Memphis, have never been recovered, but wrecking crews are still at work.

"The creek went down 6 feet and the head of the big engine can be seen," he said. "It appears that the engine settled down on her boiler head, leaving the pilot standing straight up. The cab is full of coal and wrecking crews think the bodies may be in the cab. The amount of water between Paducah and Memphis is so great that it is impossible to imagine it."

Damage in McCracken.

The damage in McCracken county cannot be estimated. The bridges over most of the creeks are sound, having been reinforced by the road supervisor during the past year. Culverts over roads are suffering the greatest damage.

An idea of the vast amount of water which has fallen can be seen in the outpouring of Bradshaw creek through the hollows near the depot and Katt-joohn brick yards. The stream has run steadily since Saturday with no perceptible decrease in the volume of water.

All new fills in Paducah are sinking and work on streets and other work out of doors has ceased. The damage to contractors in loss of time, and caving in of excavations, will amount to thousands of dollars in Paducah alone. River interests likewise suffer, and ties, boats, logs and every thing not made securely fast to the shore are carried away by the rushing streams.

Some More Weather.

"I got back from St. Louis this

morning and this seems like paradise weather to what I have undergone the past few days," declared Al Foreman, of the Foreman Machine and Novelty works. "There was sleet, snow, rain, hail and all kinds of weather at once. The rain was not so heavy in that section, but I can tell you that it is noticeable here. The closer I got home the more indications of a deluge did I see."

Literary Meeting Saturday.

Saturday, November 24, the next monthly county teachers' literary meeting will be held at the Rowlandtown school. A regular program has been arranged and on account of its convenience to the city the majority of the city teachers will attend.

Congressman W. Bourke Cockran and Miss Anna Ide, daughter of former Governor General Ide, of the Philippines, were married last night in New York.

BOATS IN PERIL FROM HIGH WIND

Dick Fowler Makes Three Attempts Before She Succeeds in Landing at Wharf.

HOPKINS TIES UP AT ISLAND

With only one small rope holding it to the wharfbank, and the wind blowing at a high velocity, the steamer Kentucky nearly was swept out into the river last night. The crew, all but the watchman, were asleep and there was no steam up. The steamer would have been at the mercy of the wind and waves.

The one rope holding the Kentucky to the wharfbank was at the head. The stern rope had been broken loose by the Dick Fowler while trying to land in the face of the gale. John Street, the night wharfmaster, recognized the perilous position of the boat and with the assistance of the hastily aroused officers, succeeded in securing it before the rope was broken.

The Dick Fowler made three attempts to land before it succeeded. The wind was blowing a gale. On the first approach to the wharfbank, the Dick Fowler hit the head of the Kentucky, breaking the stern line of that boat and from the force of the contact, aided by the wind, was swept nearly to Owen's Island.

After drifting down the river several hundred yards below the wharfbank, the second attempt was made to land. The Dick Fowler drove straight to the wharfbank, but the wind was stronger than the rudder, and it went in between the south end of the wharfbank and the Bettie Owen's landing dock.

Drifting down the river again, the third attempt was made. This time the Dick Fowler made the wharfbank all right, but got in between the Kentucky and the wharfbank. By this time, the Kentucky, the stern line having broken, was standing with the stern pointed straight out into the river toward the Illinois shore, held only by a head rope. The officers on the Kentucky aroused by this time, were confused for a while by the position of the boat.

The gang-plank of the two boats became mixed as did some of the rigging. It was evident that the Kentucky could not remain long in that position and the Dick Fowler was compelled to untie again, to allow the Kentucky to swing back against the wharf. The wind by that time had subsided somewhat and the exchange was accomplished without incident though only through the hardest work.

Had the Kentucky been swept out into the river, the result cannot be predicted. With no steam up and a terrific wind blowing, it is probable that the steamer would have been swamped or blown against some other craft sinking or seriously damaging it. The breaking of the stern line was through no avoidable act of the Dick Fowler. The wind made it almost impossible for that boat to land.

The John S. Hopkins arrived from Evansville at the same time after a stormy trip but did not attempt to tie up to the wharfbank. The Hopkins tied up to the far side of Owen's Island until the gale had subsided. Little damage was reported from the wind otherwise.

CARNEGIE OF CONSUMPTION

Is Needed to Stay Ravages of the White Plague.

New York, Nov. 17.—Before the tuberculosis congress in session here today Dr. C. M. Amende, of New York, said that some provision should be made for assisting indigent consumptives in getting out into the country, where they could live in the open air.

"If there was another man who was as crazy on the subject of consumption as Mr. Carnegie is on the subject of libraries," said Dr. Amende "much might be accomplished."

Ambassador Is Insulted.

Mr. Nabuco, the Brazilian ambassador, was subjected to an insult by an immigration inspector on arriving at New York, and the inspector may lose his position in consequence.

FOUR PASSENGERS ASLEEP ON BOARD

Woman and Child Remain Calm While Husband Fights Against the Elements.

WATCHMAN KEEPS HIS HEAD.

Wrapped in sleep, four persons were adrift in the Tennessee river last night on three unmanageable boats and a barge. They were: Mrs. William Terry, Ethel Terry, Mr. William Terry, George Eggleston.

Torn from their moorings in Mechanicsburg by a heavy accumulation of driftwood, the steamers Mary Michael, Monie Bauer with eight barges and a gasoline boat, the Gerlie M., drifted down the Tennessee into the Ohio wholly beyond control, ramming into the different craft tied along the river bank.

On the Monie Bauer, the only person was the night watchman, George Eggleston. There was no watchman on the Mary Michael. On the gasoline boat were Mr. and Mrs. William Terry and their daughter Ethel.

The first intimation any of them had that the steamers and barges were adrift, was when they were jarred by the heavy surge of the boats and heard the strong ropes snapping.

All were asleep when the driftwood, which had been accumulating all day Sunday, overcame the shore lines. Eggleston was the first awakened by the steamers breaking loose, and came out on deck in his night clothes. Calling to the Terry family to let them know their perilous situation, he rushed back into the cabin and hastily put on a few clothes.

By this time the drifting steamers had reached the N. C. & St. L. incline and wharfbank into which they jammed, crushing the wheel of the gasoline boat Gerlie M. Fearing it would sink, William Terry hurried his wife and daughter, who had gotten dressed, to a barge to which the gasoline boat was tied.

They had hardly effected this transfer before the steamers and barges struck the steamer Harth, bounding back into the river by the contact. When they struck again, they hit the south end of the Paducah wharfbank, this collision crushing in the side of the Gerlie M.

Eggleston, the night watchman, ran across the barges, jumped to the wharfbank, and then, into a yawl which was tied to the Mary Michael. The Monie Bauer had gotten loose from the rest of the boats and barges and he started toward it in the yawl. The Terry family had gotten back into their boat after they struck the wharfbank.

The drifting steamers scraped the wharfbank and the steamer Joe Fowler, barely missed the dry docks and the steamers Kit Carson and Scotia, and a curve in the river gave them a clean sweep toward the Illinois shore. This gave Mr. Terry an opportunity to get his boat away from the rest of the boats, and he managed to throw a rope across the head of the Kit Carson while they were passing that boat.

At this juncture the Joe Fowler took a hand, starting down after the drifting steamers with their helpless human freight.

The steamers continued to drift close to the bank, and Eggleston on one occasion, when near the I. C. incline, jumped out into the river up to his waist in water, struggled to the shore and tied a line to a log from the steamer Monie Bauer.

The steamer dragged the heavy log off the bank into the river as if it had been a feather, and Eggleston swam back to the boat.

The Mary Michael and the barges were farther out in river and some distance ahead. The Joe Fowler was catching up with them rapidly.

When the Monie Bauer reached the floating dock of the I. C. incline, Eggleston managed to get a rope tied and the career of that boat was ended.

The Joe Fowler caught the Mary Michael several hundred yards farther down and tied them to the bank just below.

The damage done all the steamers was slight. The wheel of the Monie Bauer was broken, as was the wheel of the Gerlie M.

Loyal in Face of Danger.

During the whole trip from Mechanicsburg none of the four persons made any effort to leave the steamers, though they had skills. Eggleston and Terry preferred to stay with their boats to try to save them.

While Mrs. Terry and her daughter Ethel were frightened by the sudden and unexpected occurrence, they have been around the river long enough to be calm under trying circumstances. They were asleep when the eventful trip was started but soon were dressed and out in the night air. This morning Mrs. Terry was getting breakfast on the boat after being up all night.

Nature's Way Is Best.

The function strengthening and tissue building plan of treating chronic, lingering and obstinate cases of disease as pursued by Dr. Pierce, is following after Nature's plan of restoring health.

He uses natural remedies, that is extracts from native medicinal roots, prepared by processes wrought out by the expenditure of much time and money, without the use of alcohol, and by skillful combination in just the right proportions.

Used as ingredients of Dr. Pierce's Golden Medical Discovery, Black Cherry, Queen's Root, Golden Seal root, Bloodroot and Stone root, specially exert their influence in cases of lung, bronchial and throat troubles, and this "Discovery" is, therefore, a sovereign remedy for bronchitis, laryngitis, chronic cough, catarrh and kindred ailments.

The above native roots also have the strongest possible endorsement from the leading medical writers of all the several schools of practice, for the cure not only of the diseases named above but also for indigestion, torpor of liver, or biliousness, obstinate constipation, kidney and bladder troubles and catarrh, no matter where located.

You don't have to take Dr. Pierce's extracts as one does this: what he claims for his "Discovery" is backed up by the writings of the most eminent men in the medical profession. A request by postal card or letter, addressed to Dr. R. V. Pierce, Buffalo, N. Y., for a little book of extracts from eminent medical authorities endorsing the ingredients of his medicines, will bring a little book free that is worthy of your attention if needing a good, safe, reliable remedy of known composition for the cure of almost any old chronic, or lingering malady.

Dr. Pierce's Pleasant Pellets cure constipation. One little "Pellet" is a gentle laxative, and two a mild cathartic.

The most valuable book for both men and women is Dr. Pierce's Common Sense Medical Adviser. A splendid 1008-page volume, with engravings and colored plates. A copy, paper-covered, will be sent to anyone sending 21 cents in one-cent stamps, to pay the cost of mailing only, to Dr. R. V. Pierce, Buffalo, N. Y. Cloth-bound, 31 stamps.

HOMESICKERS' EXCURSIONS

Via North-Western Line.

\$25.00 round trip the first and third Tuesday of each month from Chicago to points in Nebraska, the Black Hills, Wyoming and Colorado. Low rates, to Wisconsin, Northern Michigan, Minnesota, Iowa, North and South Dakota every Tuesday, approximately one fare round trip. These are strictly first-class tickets, with liberal return limits, good on fast through trains. For full information apply to your nearest ticket agent or address

N. M. BREEZE, Gen'l Agt., 436 Walnut St., Cincinnati, O.

New Car Line to Southern California

Pullman tourist sleeping cars through to Los Angeles without change daily from Chicago, beginning September 15, via the Chicago, Union Pacific and Northwestern line and the newly opened Salt Lake route. Great reduction in time schedules via this route. Colonist one way tickets on sale daily from Chicago, beginning September 15, only \$33 to Los Angeles. Correspondingly low rates from other points. Double berth in tourist sleeping cars \$7. For tickets, sleeping car reservation and full particulars apply to your nearest ticket agent or write to S. A. Hutchison, Mgr., 212 Clark St., Chicago.

One Night to Denver.

From Chicago and the Central states and two nights from the Atlantic seaboard, on the Colorado special. Two fast trains daily via the Chicago, Union Pacific and Northwestern line over the only double track railway between Chicago and the Missouri river. Summer tourist tickets to Denver, Colorado Springs and Pueblo and return daily, beginning June 1, \$30 from Chicago. Corresponding rates from other points. All agents sell tickets via this line. Send for 25c booklets, hotel lists, etc. Address: N. M. Breeze, Gen'l Agt., 436 Walnut St., Cincinnati, O.

Lake Superior and Georgian Bay.

Fourteen hundred miles of steam-er line practically circumnavigating these wonderful bodies of water and special circuit tour ticket via the Chicago and Northwestern railway are on sale at low prices. Through Pullman sleeping car lines from Chicago to various Lake Superior ports without change. For copy of Lake Superior folder and full information address

N. M. BREEZE, General Agent, 436 Walnut St., Cincinnati, O.

Mr. and Mrs. Terry are from Sistersville, W. Va., and are on their way to the White river in Arkansas. They arrived Saturday and tied up to one of the barges which got adrift.

Mr. Terry had worked all day yesterday on the wheel of his boat in order to leave the place where he was tied, as he saw then that it was not safe. Now his work will have to be done over again, as the wheel was crushed in the wild trip.

George Eggleston, night watchman on the Monie Bauer, lives at 309 Garrett street, and thought before he went to bed that the driftwood was accumulating heavily. When seen this morning by a reporter for The Sun, he was trying unsuccessfully to find something to eat.

Unprecedented Rise.

The river rose more here in the last 48 hours than it has ever done in the history of the city within the memory of the oldest river men. From a stage of five feet Saturday, it has risen to sixteen feet today.

Reports of many rafts getting loose are coming in. The Paducah Veneer company has lost two large rafts of fine timber.

The Mary Michael was tied up this morning with its stern pointed directly out into the river. It was in a dangerous situation and efforts to get it righted about were being made this morning.

THE MOST PERFECT News-Gathering System on Earth

IS THAT OF THE
ST. LOUIS GLOBE-DEMOCRAT

In addition to the service of the Associated Press, it has its own correspondence everywhere and covers the events of the world more thoroughly than any other paper. It is absolutely essential to every person who would keep abreast of the times. It is first in news, first in interest and first in the homes of the people, where its cleanliness, purity and accuracy make it ever welcome.

SEMI-WEEKLY, ONE DOLLAR A YEAR

The WEEKLY GLOBE DEMOCRAT is issued in Semi-Weekly editions, eight pages or more, each Tuesday and Friday. It is a big SEMI-WEEKLY PAPER, giving all the news of all the earth TWICE EVERY WEEK, and a great variety of interesting and instructive reading matter for every member of the family. Almost equal to a daily at the price of a weekly. ONLY ONE DOLLAR A YEAR.

BEST DAILY AND SUNDAY CHEAPEST

PRICE BY MAIL, POSTAGE PREPAID
Daily, including Sunday—
One year, \$6.00; 6 months, \$3.00; 3 months, \$1.50
Daily without Sunday—
One year, \$4.00; 6 months, \$2.00; 3 months, \$1.00
Sunday edition, 48 to 76 pages—
One year, \$2.00; 6 months, \$1.00.

Send Your Subscription Today
or Write for Free Sample Copy.

ADDRESS—
THE GLOBE PRINTING CO.
ST. LOUIS, MO.

The Semi-Weekly Globe and The Paducah Weekly Sun \$1.35 a year. Address,
THE SUN, PADUCAH, KY.

It Will Only Cost One Cent.

to buy a postal card and send to The New York Tribune Farmer, New-York City for a free specimen copy.

The New York Tribune Farmer is a National Illustrated Agricultural Weekly for Farmers and their families, and EVERY issue contains matter instructive and entertaining to EVERY member of the family. The price is but \$1.00 per year, but if you like it you can secure it with THE SUN at a bargain. Both papers one year only \$1.25.

Send your order and money to THE SUN, Paducah, Ky.

Lake Superior and Georgian Bay.

There is no more beautiful summer resort region in the world. Magnificent trout streams, unexcelled deepwater fishing, good hotels and boarding houses, magnificent climate, virgin woods of spruce and pine and freedom from Hay Fever. Best reached via the Chicago & Northwestern R'y and steamer lines via Duluth, Superior, Hancock, Houghton, Marquette, Munising and Sault Ste. Marie. Send 2c stamp for special summer folder. W. B. Kniskern, P. T. M., 215 Jackson Boulevard, Chicago.

PATENTS

60 YEARS' EXPERIENCE
TRADE MARKS
DESIGNS
COPYRIGHTS &c.
Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents. Patents taken through MUNN & CO. receive special notice, without charge, in the
Scientific American.
A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, \$3 a year in advance. Sold by all newsdealers.
MUNN & CO. 361 Broadway, New York
Branch Office, 55 E. St., Washington, D. C.

NEW YORK CLIPPER

IS THE GREATEST
THEATRICAL SHOW PAPER
IN THE WORLD.
\$4.00 Per Year. Single Copy, 10 Cts.
ISSUED WEEKLY.
SAMPLE COPY FREE.
FRANK QUINN PUB. CO. (LID),
ALBERT J. BORIE, Publisher,
47 W. 28th St., NEW YORK.

The Mary Michael and the barges are the property of Mr. William Katterjohn. The Monie Bauer is the property of Mr. Ed Woolfolk, and was brought back to Mechanicsburg today. The steamers got adrift at midnight and were tied up or caught at 1:30.

Three Cent Fares Wins.

Milwaukee, Nov. 20.—Milwaukee is to have three cent car service. A Memphis morning and evening, making a new company which is building a line connection with all lines, and carline from the north part of the city, ry sleepers, chair cars and parlor has a franchise on condition it give safe cars.

Write in for literature describing Street Railway company was a competitor for the franchise but the new information about rates, etc

Matil-Efinger and Company. Undertakers and Embalmers.

STORE PHONE 126,
RESIDENCE PHONE 153.
130 S. Third St

Reduced Rates
to
The Great Southwest.

On the first and third Tuesdays of each month, special homesickers' and colonist rates are effective from Saint Louis and Kansas City to points in Missouri, Arkansas, Oklahoma, Indian Territory and Texas, via the

FRISCO SYSTEM

For round trip tickets the rate is one fare plus two dollars; and for single-trip tickets, one-half fare plus two dollars.

LOW SETTLERS' RATES

TO POINTS IN THE WEST AND
SOUTHWEST.

VIA COTTON BELT ROUTE.

On first and third Tuesdays of each month round trip tickets will be sold